CITY OF MIDDLETOWN
PURCHASING DEPARTMENT

ADDENDUM #2 TO BID #2013-008
Wastewater Force Main –
Mattabassett Regionalization Project

Date Issued: August 23, 2013

ALL BIDDERS ARE HEREBY ADVISED OF THE FOLLOWING AMENDMENTS TO THE CONTRACT BID DOCUMENTS:

ADDENDUM #2 INCLUDES THE FOLLOWING:

ITEM 1 – CONNECTICUT DEPARTMENT OF TRANSPORTATION CONTACT
ITEM 2 – QUESTIONS AND ANSWERS
REVISED DRAWING DETAILS

INVITATION TO BID

Tuesday, October 1, 2013 at 11 AM

PLEASE VERIFY THAT YOU HAVE RECEIVED THIS NOTIFICATION IN THE SPACE BELOW AND FAX OR EMAIL THIS PAGE BACK TO THE PURCHASING DEPARTMENT.

FAX: 860-638-1995
EMAIL: purchase@middletownct.gov

BIDDER ACKNOWLEDGES RECEIPT OF ADDENDUM #2: _____
COMPANY NAME

All bidders are hereby advised of the following amendments to the contract bid documents which are hereby made an integral part of the specifications for the subject project, prepared by the City of Middletown to the same extent as all other documents. All work shall conform to the standards and provisions of same. Bids submitted shall be deemed to include contract document information as shown in Addendum No. 2. General bidders shall notify sub-bidders that may be affected by this addendum as applicable. **Bidders shall be required to acknowledge receipt of this addendum in the space provided on the Bid Proposal Form 2-2.**

Failure to acknowledge receipt of this addendum by the bidder may result in the rejection of their bid. Bidders are directed to review changes to all portions of the work as changes to one portion may affect the work of another.

*****BIDDER NOTE:** If you have already submitted a bid you shall be required to acknowledge receipt of this addendum under separate cover in a sealed envelope clearly marked with the bid number and description. This acknowledgment must be received by the time and date specified to be accepted by the City

_____
Donna L. Imme, CPPB
Supervisor of Purchases

ADDENDUM #2

City of Middletown
Bid No. 2013-008
Wastewater Force Main
Mattabassett Regionalization Project

ITEM 1 – CONNECTICUT DEPARTMENT OF TRANSPORTATION CONTACT

Pursuant to discussions of the pre-bid meeting, bidder's questions concerning the DOT Encroachment Permit for this project shall be directed to:

Sherri L. Ruiz-Clark
Trans. Dist. Maint. Special Services Section Manager
District 1 Maintenance
1107 Cromwell Ave.
Rocky Hill, CT 06067-3410
Phone: 860-258-4516 or 860-258-4502
Fax: 860-258-4527
sherri.ruiz.clark@ct.gov

ITEM 2 – QUESTIONS AND ANSWERS

Q1: At the pre-bid meeting it was stated that the City would be providing a disposal site for the HDD bore cuttings and the HDD drilling mud. Does the City have a use and/or disposal site available for surplus natural soil removed from areas outside of the "AOEC's" shown on the drawings? If so, where is this disposal site located?

A1: There is no disposal site designated by the Owner for excess non-controlled materials.

Q2: On Plan Sheet C114 where the proposed 24" HDD force main connects to the 24" force main coming out of the junction chamber reference is made to a connection detail for this transition. What is the connection detail and where is it shown on the drawings?

A2: The referenced detail is "Typical Anchorage for Vertical Downward Bends" on Drawing No. C505.

Q3: The description for the bid item for "Trench Rock" states that this item also includes rock removal associated with the installation of the 48" steel casing pipe that is to be jacked under the railroad tracks. Removal of trench rock and removal of rock from inside a 48" steel casing pipe are completely different. It is requested that a separate "per cubic foot (CF)" contract item be created for rock removal associated with pipe jacking.

A3: Based on findings of the Engineer's subsurface geotechnical investigation, it is the Engineer's opinion that rock is not present at the locations and depths of the casing pipes. If a bidder interprets the boring logs and concludes otherwise, he/she shall include the cost of such work thereof in the per linear foot unit price for the Pipe Crossing Under Railroad, Bid Item #30.

Delete Item 3F in its entirety from Specification Section 700, Measurement and Payment, and replace with the following:

F. All work associated with the requirements of this Item, and required and related to the entry and exit pits for installation of the "Pipe Crossing Under Railroad" Section 02433, will be measured and paid for under this Item.

Revise Item 30B of Section 700 to read as follows:

B. Payment for work under this Item…shall include…all necessary excavations (excluding rock excavation for entry and exit pits)…

Q4: The contract does not contain a bid item for railroad flag persons. If the Providence and Worcester Railroad should require the contractor to have a railroad flag person on site during certain operations, how will the contractor be paid to provide these services?

A4: There will be no bid item for railroad flag persons. The Providence and Worcester Railroad Company (P&W RR) advised that railroad flag persons are required if the contractor's operations will obstruct the railroad track or otherwise prevent the safe passage of trains through the work area. P&W RR further advised that it felt the work can be completed without obstructing the railroad track. The railroad along Dekoven Drive between STA 14+85 and 23+50 will be on out-of-service track made inaccessible with a portable derail, and no railroad flag person will be needed for work in said area. Open trench installation parallel to the railroad between approximately STA 76+00 to STA 112+00 will be grade-separated from the railroad and accessed by the proposed access road. P&W RR does not foresee any reason for the contractor's operations to interfere with the railroad in that area. Incidental crossing of the railroad by manpower and equipment will be permitted only at the existing at-grade road crossing in the vicinity of STA 112+00. All other active sections of the railroad track are off-limits to the Contractor.

Q5: The plans call for 30" ductile iron carrier pipe to be installed inside the 48" casing pipe that is being jacked under the railroad tracks. The total length of 48" casing pipe to be installed at the two (2) crossings is 170 LF. The plans also indicate that approximately 82 LF of 30" ductile iron pipe is to be installed between the ends of the casing pipes and the 30" restrained solid sleeve transition couplings located as shown on the drawings. Under what bid item will the contractor be paid to furnish and install the 30" ductile iron force main piping between the ends of the casing pipes and the 30" restrained solid sleeve transition couplings? An example of this can be seen on Plan Sheet C114 between Station 15+11 and Station 15+60.

A5: The 30" DIP between the ends of the casing pipes and the 30" restrained solid sleeve transition couplings shall be furnished and paid for under item Bid Item 30, Pipe Crossing Under Railroad.

Delete Item 30A in its entirety in Specification Section 700, Measurement and Payment, and replace with the following:

A. The quantity to be measured for payment under this Item shall be the actual number of linear feet of steel casing pipe installed complete and in place as specified and measured from end to end of the casing. The casing pipe shall be measured to the nearest 0.5 ft.

Revise Item 30B in Section 700 to read as follows:

B. Payment for work under this Item…shall include…30" ductile iron sanitary sewer carrier pipeline between the restrained solid sleeve transition couplings on either side of the railroad…

Q6: The plans call for wire mesh reinforcement to be installed in concrete sidewalks and driveways where the thickness of the concrete is six (6) inches. Section 02512 of the specifications calls for the wire mesh reinforcement to be galvanized. Galvanized wire mesh is not typically available in this area. The minimum quantity of galvanized wire mesh that has to be ordered is 5,000 square feet. Given that the estimated quantity of cement concrete sidewalk and driveway listed in the bid is 520 square feet the cost to furnish galvanized wire mesh, on a square foot basis, will be excessive. Can plain steel wire mesh which meets Connecticut DOT standards be utilized on this project?

A6: Plain steel welded wire fabric conforming to the requirements of Connecticut DOT Form 816 is acceptable in cement concrete sidewalks and driveways.

Q7: As shown on Plan Sheet C104, the proposed 30" force main is being installed between the railroad tracks and Route 9 in the Route 9 right-of-way that runs parallel to Dekoven Drive. There are numerous existing trees that are very close to the proposed alignment of the pipe. The plans, however, do not call for any of these trees along to be removed. In order to install the 30" force main the majority of these trees will have to be removed. Has the necessity for tree removal in this area been discussed with the DOT? If not, it is requested that it be brought to their attention prior to the bid date so as to avoid any surprises.

A7: As of the date of this Addendum #2, Connecticut DOT is reviewing the area in question. Any instructions received from DOT concerning trees in this area will be included in a forthcoming Addendum.

Q8: Can precast concrete curbing which conforms to the Connecticut DOT Standard Specification Form 816 be utilized on this project?

A8: Precast concrete curbing conforming to the requirements of Connecticut DOT Form 816 is acceptable.

Q9: Section 00800 of the Technical Specifications makes reference to two (2) documents which contain information pertaining to the results of the environmental investigations that were performed for this project. The spec also states that these reports are available for review at the Purchasing Department. Would it be possible to upload these reports to your website to facilitate a more complete review of these documents by the bidders?

A9: The referenced reports are available online at the Owner's website.

Q10: Reference is made to the trench detail shown on Plan Sheet C507 and the notes pertaining thereto. Does the force main trench under the permanent access road get backfilled with bank run gravel or excavated material? Please clarify.

A10: The force main trench under the permanent access road shall be backfilled with suitable excavated material.

Q11: The "Gravel Access Road Detail" shown on Plan Sheet C501 calls for a six (6) inch cellular confinement system filled with granular material installed over geotextile separation material and a three (3) inch granular fill surface. The "Geoweb Cellular Confinement System Isometric Detail" also shown on Plan Sheet C501 appears to indicate an additional layer of granular fill material below

the geotextile separation material which is not shown on the detail for the gravel access road. Is this additional layer of granular fill material required? If this additional layer of granular fill material is required, how thick is the layer and how will this material be paid for?

A11: See revised details attached for the Gravel Access Road and Geoweb Cellular Confinement System. A 6" thick layer of granular fill material shall be installed below the cellular confinement system as shown in the revised details and shall be paid for in the per linear foot price of the Permanent Access Road, Bid Item #45.

Delete the word "Gravel" in Specification Section 700, Measurement and Payment, Item 45E and replace with "Granular fill."

Delete the word "gravel" in Specification Section 02700, Permanent Access Road, paragraph 1.01B and replace with "granular."

Revise the heading to paragraph 3.03 of Section 02700 to read "CELL INFILL MATERIAL AND GRANULAR FILL."

Q12: The railroad crossing in the vicinity of Station 15+00 falls within the limits of AOEC No. 3. Is the material removed from within the limits of the 48" casing pipe considered to be "clean" or "controlled" material?

A12: The excavated material removed for the casing pipe installation within AOEC No. 3 shall be considered "controlled."

Q13: The pay item description for "30" PVC Force Main Piping and Appurtenances" (Bid Item No. 36) states that the unit price includes "trench dams". How many trench dams are required? Where are they shown on the drawings? What are the specs/details for the trench dams?

A13: Add the following note to the Trench Dam detail on Drawing No. C504:

"Note: Provide trench dams 33' on-center wherever trench grade is 10% and greater."

Q14: Reference is made to Section 02615 of the Technical Specifications. In Paragraph 3.04.F it states that concrete used for thrust blocks "shall be exposed for at least sixteen (16) hours before being covered". In roadways this requirement may result in numerous excavated areas being left open for extended periods of time. Can steel plates be used to cover these "open" areas during non-working hours so that the roadway can be opened to traffic?

A14: The use of road plates is allowable except during the winter when snow is forecasted. Based on the weather forecast, the Engineer will make a recommendation to the Owner and instruct the Contractor who shall schedule the Work accordingly. Should weather conditions preclude the use of road plates, the Engineer will provide a recommendation for a concrete mix design for thrust blocks to be placed and backfilled in the same day.

Q15: The pay item descriptions for "24" PVC Force Main Piping and Appurtenances" (Bid Item No. 34) and "30" PVC Force Main Piping and Appurtenances" (Bid Item No. 36) state that the unit bid price for each item includes "earth excavation … and … disposal of surplus excavated non-controlled materials". In areas that are designated on the plans as "AOEC's" and "LLAOEC's" are all materials excavated from the trench considered to be "controlled" and paid for under Bid Item No. 26 – Controlled Materials Excavation"?

A15: No. Only excavated materials from AOECs require controlled handling, reuse and disposal measures as stated in Specification Section 00800, Notice to Contractor – Environmental Investigations. LLAOEC materials do not require special handling.

Q16: Reference is made to Section 02433, Paragraph 2.02.A of the Technical Specifications which calls for 30" push-on joint Class 54 ductile iron (D.I.) carrier pipe to be installed inside the 48" casing pipe under the railroad. The "Casing Pipe End Seal Detail" shown on Plan Sheet C506 calls for the installation of 30" Class 54 D.I. restrained carrier pipe. The "Typical Cross Section" shown on Plan Sheet C506 calls for the installation of 30" Class 54 M.J. D.I. carrier pipe. Please clarify which type of pipe is to be installed at this location.

A16: The 30" ductile iron carrier pipe shall be self-restraining push-on joint type. See revised details attached for the Casing Pipe End Seal and Typical Cross Section.

Q17: Reference is made to Section 700, Item No. 28 of the Technical Specifications for "Stone Crossing" which states that this item will be measured and paid for on a "square yard" basis. On the Bid Form the unit of measure is listed as "Cubic Yard". Please clarify.

A17: This work item will be measured and paid by the cubic yard. Revise "square yard" to "cubic yard" in Specification Section 700, Measurement and Payment, Items 28A and 28B.

Q18: Will the excavation required for the construction of the stone crossings (Bid Item No. 28) be measured and paid for under Bid Item No. 1 – "Earth Excavation and Grading – Access Road"?

A18: Yes. Revise Specification Section 700, Measurement and Payment, Item 1A to read,

> **"This Item of Work shall consist of excavation and grading of the Permanent Access Road, Stone Crossings, and adjacent side slopes…"**

Add the following to Section 700, Item 28:

> **D. Earth excavation and grading for this Item shall be included in the measurement and payment for Item 1, Earth Excavation and Grading – Access Road.**

Q19: There are numerous areas along the path of the proposed access road that are labeled as "AOEC's" and "LLAOEC's". Does topsoil stripped and/or material excavated for construction of the access road in these areas have to hauled to the WSA and stockpiled for testing? If this material has to be stockpiled and testing and is determined that this material must be disposed of as "controlled material", there is a possibility that sufficient cut material may not be available to construct the necessary embankments. If this is found to be the case, how will the contractor be compensated to furnish and place borrow material required for access road construction?

A19: Material which cannot be immediately reused within an AOEC must be transported to the WSA. LLAOEC material can be reused anywhere within the project without controlled material handling measures as stated in Specification Section 00800, Notice to Contractor – Environmental Investigations. Excess LLAOEC and unsuitable materials shall be transported to the WSA.